

<p>I. <u>Intersection Accidents</u></p> <ol style="list-style-type: none"> 1. Did our operator approach the intersection at a speed safe for the conditions? 2. Was he prepared to stop before entering the intersection? 3. At a blind corner, did he pull out slowly, ready to shift his foot to the brake pedal? 4. Did he make sure the other driver would stop for a traffic light or stop sign? 5. Did he obey all traffic signs? 6. Did he signal well in advance of his change in direction? 7. Did he turn from proper lane? 8. Was he alert for the turns of other vehicles? 9. Did he avoid overtaking and passing in the intersection? 10. Did he refrain from jumping the starting signal or riding through the caution light? <p>IF THE ANSWER TO ANY QUESTION IS "NO," OUR OPERATOR WAS NOT DRIVING DEFENSIVELY AND IS AT FAULT.</p> <p>II. <u>Hit Other in Rear</u></p> <ol style="list-style-type: none"> 1. Was our operator maintaining the safe following distance, namely one bus-length for every 10 miles per hour of travel, which should be doubled at night and doubled again in wet weather? 2. Was he keeping his eyes and mind ahead of the car ahead? 3. Did he approach the green traffic light cautiously, expecting the driver ahead to stop suddenly on the signal change? 4. Did he keep from skidding? <p>IF THE ANSWER TO ANY QUESTION IS "NO," OUR OPERATOR WAS NOT DRIVING DEFENSIVELY AND IS AT FAULT.</p> <p>III. <u>Backing Accidents</u></p> <ol style="list-style-type: none"> 1. Was it necessary to back? <ol style="list-style-type: none"> a. Did our operator have to park so close to the car ahead as to require backing to leave the parking space? b. Was it necessary to drive into the narrow street, dead-end street, or driveway from which he backed? c. Did he back immediately after looking? 2. Did he use his horn while backing? 3. Did he look to the rear without depending on the rear vision mirror? 4. If the distance was long, did he stop, get out, and look around occasionally?
--

Figure 2. Metropolitan Atlanta Rapid Transit Authority's interview questions to determine preventability.

IV.	<u>Pedestrians</u>
1.	Did he drive through congested sections expecting that pedestrians would step in front of his bus?
2.	Was he prepared to stop?
3.	Did he keep as much clearance between his vehicle and parked cars as safety permitted?
4.	Did our operator refrain from passing vehicles that had stopped to allow pedestrians to cross?
5.	Did he refrain from jumping the starting signal or riding through the caution light?
6.	Was he aware of groups of children, and was he prepared to stop if one ran into the street?
7.	Did he give all pedestrians the right-of-way?
V.	<u>Pulling from Curb</u>
1.	Did our operator look to front and rear for approaching and overtaking traffic immediately before starting to pull out?
2.	Did he look back rather than depend upon rear vision mirror?
3.	Did he signal before pulling from curb?
4.	Did he start out only when his action would not require traffic to change its speed or direction in order to avoid him?
5.	Did he continue to glance back as he pulled out?
VI.	<u>Skidding</u>
1.	Was our operator driving at a speed safe for condition of weather and road?
2.	Was he keeping at least twice the safe following distance for dry pavement; one bus length for every ten miles per hour of speed?
3.	Were all his actions gradual?
4.	Was he expecting or alert for loose gravel, grease, oil, etc.?
VII.	<u>Parked</u>
1.	Was our operator parked on the right side of the street?
2.	Was it necessary to park near the intersection?
3.	Did he have to park on the traveled part of the street, on the curve, or on the hill?
4.	Where required, did he warn traffic?
5.	Did he park parallel to curb?
6.	Was it necessary to park so close to alley or directly across from driveway?
VIII.	<u>All Others</u>
1.	Could our operator reasonably have done anything to avoid the accident?
2.	Was his speed safe for the conditions?
3.	Did he obey all traffic signals?
4.	Was his vehicle under control?
IF THE ANSWER TO ANY QUESTION IS "NO," OUR OPERATOR WAS NOT DRIVING DEFENSIVELY AND IS AT FAULT.	

Figure 2. (Continued)

way and makes other concessions to avoid a collision; he is careful to commit no driving errors himself and is defensively alert to avoid the accident traps and hazards created by weather, roads, pedestrians, and other drivers.

Neither slippery roads, curves, hills, narrow roads, the absence of signs or signals, signals out of order, nor carelessness, recklessness or ignorance on the part of others relieves the driver in the slightest degree of his responsibility for driving without an accident. These are situations likely to be encountered at any time, and we must drive accordingly.

All accidents are reviewed by a division superintendent, who uses the guidelines in Figure 2 to determine preventabil-

ity and write a report. In 1998, MARTA revised its procedures for operator appeals of a finding that an accident was preventable. MARTA has reformulated and renamed the Protest Committee into the Bus Accident Review Board. There are three management representatives on the board: the Bus Safety Officer (who chairs the board), the bus training instructor, and a bus superintendent. The union selects two bus operators as its representatives and two other bus operators as alternates. The chair of the board conducts the meetings, but only votes in the event of a tie.

The bus transportation manager who originally determined preventability has up to 10 min to present his or her findings.